



RUDDER FLUTTER

Official Publication of the Idaho Transportation Department -

Division of Aeronautics

William S. Cooper, Administrator

VOLUME 41, NO. 1

WINTER 1995

FOREST SERVICE TO OPEN WILSON BAR AIRSTRIIP TO THE PUBLIC

The United States Forest Service (USFS) presented the Idaho aviation public an early holiday surprise by announcing that the Wilson Bar Airstrip on the Main Salmon River would be opened for use by the public.

During a November, 1994 meeting between the USFS and the Division of Aeronautics, agreement was reached to proceed with plans which should result in the airstrip being opened during the 1995 flying season. Target opening date is June 1st.

This is a major step forward in the evolution of the cooperative process between the flying public and the managers of our precious wilderness resources.

Wilson Bar will remain a USFS managed airstrip. However, Aeronautics will work with the Forest Service to develop a maintenance plan. Once the plan is implemented, the closure order



will be lifted. The ITD - Division of Aeronautics will provide materials for a windsock and standard, and we will help to ensure the layout markings meet FAA requirements.

We will also assist in the role of public information and safety awareness and solicit volunteers to take on some of the responsibility for maintenance under the Adopt-an-Airport Program.

There are some major considerations to be recognized from this action. Perhaps most important is the fact that the USFS continues to exhibit a willingness to work with general aviation will help as we look at other opportunities to promote recreational flying in Idaho.

In view of that, it is important to recognize the concern for safety that we share with the USFS managers related to the operating conditions at Wilson Bar.

This is an airstrip that demands respect by the pilots who intend to use it. Be-

cause the terrain in the canyon is steep and twisting, only pilots who are skilled in mountain flying and who have the appropriate aircraft should consider using Wilson Bar as a landing site.

You can expect a good deal of additional information as we proceed in the development of this program. We want to make sure we get it right the first time, and we would like to hear your comments as we go forth.

ADMINISTRATOR'S COLUMN

Let me start off by wishing each of you a safe and prosperous new year. I hope that 1994 was good to you and that your holiday season was happy and rewarding. This office received no near-miss reports between airplanes and sleighs being pulled by reindeer and we got no ELT reports on overdue Santas so I am concluding that the jolly old man in the red flight suit got through and Christmas was a success for everyone.

1995 is shaping up to be an exciting year in Idaho. The word that I think will describe it better than any other is CHANGE. People do not always like change but progress is not made without change and I believe that we are going to have many opportunities for progress this year. I find that exciting.

The new Governor and the Legislature are dedicated to a smaller, more efficient state government. This is a worthy goal and one that we can all support. This means, however, that they are going to be looking hard at all state programs. Many of those programs will be cut back, or eliminated. The ITD-Division of Aeronautics will be no exception. You can expect that our state airport system will come under close scrutiny as will our "Safe-Pilot" and other programs. Idaho is, indeed, unique throughout the nation

for many of our outstanding aviation programs. I do not go to an aviation meeting or gathering anywhere in the nation without someone approaching me and commenting about how fantastic Idaho aviation is. Unfortunately, while Idaho aviation is known "far and wide" for its great aviation opportunities it is not so well-known "close and near" by the folks that make the laws and regulate the activities here at home. I urge each of you to be proactive in letting this division, and your legislators, know your feelings about the airport system and the other aviation programs in this state. I am for lean, efficient government but I would hate to lose any of our airports by default because it appeared that no one cared whether or not they were in existence.

As I said, I believe that this year offers some exciting possibilities. I ask that each of you commit, with me, to making 1995 a year of enjoyment, accomplishment, and growth both in your personal aviation programs and in our state aviation programs. Most of all, I ask that you commit with me to making 1995 a year of safe aviation programs. **BC**

NIGHT FLYING CAN BE HAZARDOUS TO YOUR HEALTH

One of the favorite locations to fly into for fun and frolic in our area is the Carl Hayden Airport servicing Jackpot, Nevada, just south of Twin Falls.

Unfortunately for some of our

Idaho aviators, the return trip during night departures from the airport have resulted in badly wrecked aircraft, and even some fatalities.

The NTSB report from one of the accidents reads in part as follows. "The pilot reported that after takeoff from runway 15 he initially climbed 300 feet and began a left crosswind turn." "...subsequently lost visual reference with the horizon, became disoriented...contacted the terrain below."

The four people on the aircraft were lucky to survive this accident. What this and other accidents at this airport tell us is that when you fly at night at Jackpot and many other places, visual references may not always be readily available.

If you are not very familiar with the terrain or obstructions in the airport vicinity, have a plan to fall back on to keep yourself flying and right side up. If all else fails wait it out.

IDAHO

TRANSPORTATION DEPARTMENT:

Governor *PHILIP E. BATT*

Director *DWIGHT BOWER*

Aeronautics Administrator

WILLIAM S. COOPER

Aeronautics Advisory Board:

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Member *HARRY MERRICK*

Member *WILLIAM PARISH*

Division of Aeronautics

3483 Rickenbacker Street

P.O. Box 7129

Boise, ID 83707-1129

(208) 334-8775

NEW RATINGS

PRIVATE

Mark Budak
Pat Redeker - Instructor

Mike Carroll
Mike Cates - Instructor

Steve Dunbar
Mike Perata - Instructor

Robert Greener
Dave Rodda - Instructor

Bob Hunsperger
Bill Hinkle - Instructor

Troy Miller
Bob Russell - Instructor

Kenny Millhouse
Bill Hinkle - Instructor

Bob Porter
John Reed - Instructor

Larry Sweat
Dave Rodda - Instructor

INSTRUMENT

Janie Carlton
Bruce Winn - Instructor

Jerry Cunnungham
Greg Esplin - Instructor

Ken Fourtner
Bruce Winn - Instructor

Tom Ganley
Bruce Winn - Instructor

Phil Magnuson
Greg Esplin - Instructor

Avery Pratt
Steve Bower - Instructor

Jim Prideaux
Greg Herbert - Instructor

Brandon Smith
Jon Johnson - Instructor

MULTI-ENGINE

Jon Barnes
Bruce Winn - Instructor

Howard Feldman
Bruce Winn - Instructor

COMMERCIAL/ASEL

Jon Barnes
Bruce Winn - Instructor

Joel Keith
Bruce Winn - Instructor

COMMERCIAL/AMEL

Janie Carlton
Bruce Winn - Instructor

Jim Erickson
Bruce Winn - Instructor

ATP/ASEL

Jim Elliot
Greg Herbert - Instructor

ATP/AMEL

Carl Koele
Bruce Winn - Instructor

The FAA Examiner for all of the above pilots was Richard "Dick" Miller.

COMMERCIAL

Ralph Reynolds
Mark Sweeney - Instructor
Dee Haug - Examiner

Congratulations to every one listed above who will take

Idaho aviation into the next century!

Congratulations also to Jim Prideaux, former Snake River Valley Experimental Aircraft Association Chapter 837 President, who has retired from the United States Air Force. He is now joining the Avid crew in Caldwell.

AIRPORT GETS SAFETY AWARD

From the Post Register
Idaho Falls, ID

The Federal Aviation Administration's Northwest Mountain Region has recognized the Idaho Falls Airport Division for its commitment to airport safety by undertaking and completing the major renovation of the airfield.

The recently completed runway safety area project re-configured the airfield to meet all current airfield safety standards.

Airport director Jim Thorsen received the award at ceremonies in Seattle. Two other airports in the seven-state, 74-airport Northwest Mountain Region were also recognized.

"By pursuing the project diligently and resourcefully, Idaho Falls made a significant contribution to the safety of the airport system and the success of the Airport Improvement Program," the citation stated.

HAVE A SAFE AND HAPPY NEW YEAR!

STRESS AND FLYING

By Sherry Knight Rossiter

Laboratory research findings over the last ten years indicate that stress plays a larger role in flight safety than imagined. Stress is the body's non-specific response to stimuli, pleasant or unpleasant.

Flying, by its nature, is stressful. If other non-aviation stressors, such as fatigue, hunger or an impending divorce, are present and coupled with known airborne stressors, such as IFR flight or cockpit noise, the outcome very often is the exercise of poor judgment on the part of the pilot. The exercise of poor judgment leads to inappropriate decision making, which could lead to an aviation accident.

Judgment is the ability to discern an appropriate course of action (i.e., make a choice) based on critical thinking, piloting skills and aviation experience. If one's thinking skills are impaired, such as with alcohol consumption, medication or fear, then one may not be able to discriminate between possible courses of action, hence exercising inappropriate judgment for the pilot's skill and experience level.

Dr. Stacy Weislogel at Ohio State University believes that many "pilot error" accidents are caused because the pilot either has an inflated opinion of his or her piloting skills or an unrealistic understanding of the aircraft's performance capabilities. NTSB accident findings seem to support this assertion.

After conducting aviation seminars nationwide for the past 16 years, I know for a fact that a great number of certificated pilots continue to fly even though they have been traumatized (i.e., "scared spitless") on more than one occasion or have actually had an aircraft accident. I've heard well-meaning pilots and flight instructors tell pilots who have crashed an aircraft to "get back in the air. It's just like falling off a horse -- you need to hop back on as soon as possible". I believe that flying an aircraft is vastly different than riding a horse and that the analogy may not be appropriate and possibly dangerous.

When a pilot has survived an aviation accident or a terrifying inflight situation, the effects of this experience aren't always readily or immediately apparent. Sometimes the effects don't become apparent or manifest until several weeks or even months later. This results in a condition known as Post-Traumatic Stress Disorder (PTSD).

Any experience "out of the normal realm", including a brush with death or other severe trauma, will produce stress. Stress is cumulative and often unidentifiable until an individual freezes at the controls (i.e., also called panic) or exercises inappropriate judgment resulting in another terrifying experience or an accident.

Crashing an aircraft, no matter what the reason, is out of the ordinary realm of experience, and not only causes a great deal of personal stress, but it also can cause a fear of flying and/or

loss of confidence in one's flying skills.

When I made the transition three years ago from full-time aviation professional to Licensed Professional Counselor, I started to work with pilots who have survived aviation accidents. Not only was I able to help them work through their fears or loss of confidence, but because of my strong aviation training background, I was also able to help them devise a remedial training program, so they could take personal responsibility for eradicating poor pilot performance and/or errors in judgment.

Every now and then I would encounter a pilot who refused to take any responsibility for becoming a safer, more competent pilot. However, the majority of pilots I've worked with want to improve their safety margin and are open to learning stress reduction techniques, better cockpit procedures and critical thinking skills.

The bottom line seems to be that the amount of stress a person is operating under has a direct connection to the quality of their thinking and the quality of their thinking has a direct connection to the quality of judgment that will be exercised at any given time. It is my hope that any pilot who discovers or senses deficiencies in piloting or judgment skills will take responsibility for ensuring future safe flight operations by seeking the help of a Certified Flight Instructor or qualified mental health professional, as appropriate.

1995 MAFFS (FIRE FIGHTING) TRAINING

By Mary LaMoy, U.S. Forest Service, Ogden, UT

Residents of the Boise area will again be seeing more of the military C-130's which fought the numerous Idaho wildfires last summer. The U.S. Forest Service and the Bureau of Land Management are planning their annual joint training session with these fire fighting aircraft for May 15-20, 1995. These planes, known as MAFFS (for Modular Airborne Fire Fighting System) are owned and operated by the military. They are activated in an emergency capability to supplement commercial airtanker support on wildfires. The Forest Service owns and maintains the compressor units and equipment, which transform the basic aircraft into a firefighting tool to drop fire retardant.

The 1995 training agenda is quite intense. New pilots received qualification, and experienced pilots are requalified, during the week. A total of 60-80 sorties per day are planned with eight C-130's, as well as a total of 16-20 sorties per day for several Baron and OV-10 leadplanes.

Training areas are located on the Boise National Forest, north and east of Boise. Areas southeast and southwest of Boise are also under consideration as an alternate, in case of poor weather. Local and transient aircraft should be aware of the extremely heavy concen-

tration of high-speed, low-flying aircraft in these areas.

The training agenda requires planning, maneuvering, and actual water drops on simulated "fires". This results in surprisingly busy and congested airspace, with cockpit workloads that are correspondingly high. All training flight crews are well briefed before each mission; however, we ask that local and transient pilots please be aware of the increased activity during this time. Another article will be published here by spring '95 to identify the training areas in more detail.

Just as a note of interest -- the four MAFFS aircraft which operated out of Boise during the 1994 fire season flew 690.7 hours and made 927 drops, for a total of 2,502,900 gallons of retardant delivered -- from Boise alone! Next spring's training will ensure that everyone is prepared for "the next '94".

Editor's Note: We anticipate the USFS/BLM training areas will be listed by NOTAM when these activities begin.

FREE AVIATION EDUCATION MATERIAL

Don't forget that the Idaho Transportation Dept. - Div. of Aeronautics is your official FAA Aviation Education Resource Center. We have free publications on various aviation careers and an extensive 133 VHS library that you may check out videos from. For

more information call or write us - our phone number and address are on page 2.

HEROES IN THE AIR

Gene L. Homer/Steve Kenyon
Cedar City, UT AFSS

On June 15, 1994, a VFR pilot was attempting to call the Cedar City Automated Flight Service Station. His aircraft was in clouds and rain showers and he was requesting weather information and guidance to navigate out of the poor weather conditions.

Due to the aircraft's position and altitude the Cedar City AFSS was unable to maintain radio contact. Fortunately, there was a pilot transiting the area by the name of Dan Haymore from Twin Falls, Idaho. Mr. Haymore interrupted his flight and relayed weather information between the Cedar City AFSS and the aircraft in difficulty. More importantly, he utilized his charts to give the pilot navigational information and guidance to the nearest airport. The successful landing by the pilot at Kemmerer, Wyoming, was a direct result of the assistance provided by Mr. Haymore.

The Cedar City Automated Flight Service Station would like to take this opportunity to recognize and thank Mr. Haymore for his efforts in this flight assist.

The Division of Aeronautics also would like to recognize Mr. Haymore and is proud to have such a pilot in Idaho's aviation family.

THE NEW CIVIL AIR PATROL

By Ken Salzman

Over the past few years the Idaho Wing of the Civil Air Patrol (CAP) has made a concerted effort to involve more people, both pilots and non-pilots, in its activities, but CAP remains one of the "best kept secrets in Idaho."

The Idaho Wing has squadrons in Coeur d'Alene, Grangeville, Boise, Nampa, Caldwell, Mountain Home, Twin Falls, Hailey, Rupert, Pocatello, and Idaho Falls, most of which are composite squadrons (consisting of both cadet and senior units). Additionally, there is a cadet squadron in Ontario, Oregon administered by the Idaho Wing. Idaho CAP members currently number approximately 450 and flying activities are on the rise. During the past year CAP in Idaho flew over 1,800 Air Force funded hours, including training and actual missions. Approximately one-third of these hours were flown in five CAP owned "Corporate Birds" assigned to specific squadrons, with the remainder flown in private planes with members reimbursed for their flight time.

In the State of Idaho CAP cooperates with the ITD - Division of Aeronautics in search and rescue involving missing aircraft with the Division taking the lead role. CAP also assists in our county sheriff's search and rescue units in finding lost individuals. The Idaho Wing has recently established a

search dog program. Our dog teams can be transported anywhere in the state within a few hours.

Although an auxiliary of the Air Force, there is no military obligation or commitment. CAP is made up of men and women volunteers who are dedicated to providing a needed service to the public. The three primary missions are search and rescue and disaster relief, cadet program, and aerospace education. Anyone interested in Civil Air Patrol, its activities or training opportunities, is encouraged to contact their local squadron or the CAP-USAF Liaison Office in Boise at (208) 345-8263.

CESSNA 170'S ARE COMING TO THE NORTHWEST

By Ken Morrow

The International Cessna 170 Association will be holding their 1995 convention July 9-15 in Kalispell, Montana, at the Outlaw Inn Convention Center. The event will be hosted by the Cessna 170 state area representatives Terry Westphal-Kalispell; Bob Irwin-Calgary, Alberta, Canada; Ken Morrow-Nampa, ID.

We are expecting over 100 Cessna 170 aircraft and approximately 350 people from all over the U.S., Alaska, Canada, and even a group of international members from Australia.

This location was presented to our Board three years ago.

The Montana State Aeronautics, and Idaho State Aeronautics were contacted about the proposed convention and their directors Mike Ferguson and Bill Cooper offered support. The last Cessna 170 convention that was held in the northwest lower 48 states, was at Portland, OR in 1981, 14 years ago. As host members we are excited about bringing this event back to the northwest. A welcoming committee will greet all arriving aircraft and members to the Upper Flat Head Valley and Kalispell area. A week full of activities, meetings, tours of Big Mountain and Glacier Park are scheduled.

The Aircoupe Aircraft Association has moved their convention dates and they are now the week before the Cessna 170 Association's. So, if you want to see approximately 50 Aircoupes and arriving Cessna 170's at the Kalispell City Airport, come and enjoy the aircraft activities, along with the city of Kalispell. There will be two weeks of airplanes, airplanes, invading this beautiful community.

Speaking for the International Cessna 170 Association, to be a member you do not have to own a Cessna 170 to join. We'll still take your money!! So this summer come to Kalispell for a great time!

Motels/Hotels fill up fast, so be sure to make your reservations early. For more information call Ken, (208) 466-1793 or Terry, (406) 257-4004.

UPCOMING EVENTS

JANUARY

- 24- Safe Pilot/Wings Seminars -
Boise, ID. (208) 334-8776.

FEBRUARY

- 7- Safe Pilot/Wings Seminars -
Twin Falls, ID. (208) 334-8776.
- 11- Northwest Aviation
12 Conference and Trade Show -
Tacoma, WA.
Brian Holmes, (800) 552-0666.
- 18 - Gathering of Eagles -
Templin's Resort, Post Falls.
(208) 334-8776.

MARCH

- 1- Montana Aviation Conference -
4 Kalispell, MT. (406) 444-2506.

MAY

- 5- 4th Annual Idaho Aviation
7 Conference - Shilo Inn. Idaho
Falls, ID. (208) 334-8776.
- 18- Challis Mt. Flying Seminar -
21 (208) 879-2364.

JUNE

- 15- Challis Mt. Flying Seminar -
18 (208) 879-2364.

JULY

- 9- 27th Annual Intl. Cessna
15 Assoc. Convention - Kalispell,
MT. Ken, (208) 466-1793 or
Terry, (406) 257-4004.
- 16-21 ACE Academy - Boise, ID.
(208) 334-8776.

AUGUST

- 12-13 Lewis-Clark Air Festival -
Lewiston Airport, ID.
Mike Martin, (208) 743-6543.

SAFE PILOT AND FAA WINGS PROGRAMS JOIN HANDS

January 1995 will see the first of several co-sponsored meetings around the state featuring the FAA's John Goostrey and the Idaho Transportation Department - Division of Aeronautics staff team as we resume the effort to get the Idaho Safe Pilot safety training program out to the general aviation public.

The first program will be held in Boise, at the Transportation Department Headquarters office auditorium, at 3311 West State Street, at 7pm on January 24th. The agenda will include topical aviation safety related information, and will qualify participants for credit in both the Wings and Safe Pilot programs.

A second program in the Twin Falls area is being scheduled on February 7th. At this writing we expect to hold the event at the College of Southern Idaho campus, with a start time of 7 pm. Call us at 1-800-468-5865 for more specific location information. We will also make the information available through local FBO offices.

We are scheduling the annual Gathering of Eagles on February 18th, in Post Falls at Templin's Resort facility again for the 1995 event. Gene Soper is guaranteeing a good time and a guest speaker who will entertain us with some great war sto-

ries. Check the reservation form in this newsletter and make your plans to attend early.

We will also conduct a Wings/Safe Pilot seminar at Templin's starting at 9 am, until 3:30 pm. This is a great opportunity to fill a lot of aviation squares in one day.

We expect to add to the list of events and locations as we approach spring, so watch for something to be scheduled in your area if you can't make one of these early activities.

IDAHO FBO RECOGNIZED FOR OUTSTANDING SERVICE

Stop in at the Pocatello Avcnter on some fine Idaho flying day and congratulate Allan and Sharon Gliege and the rest of the gang, for being recognized as FBO of the Year by the International Flying Farmers organization.

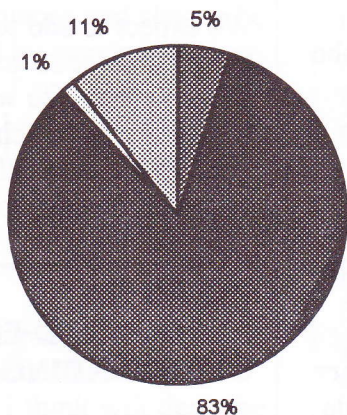
Characterizing their approach to business as "a friendly, western style of people committed to serving customers", the Gliege's have seen their hard work over the past 15 years result in a loyal customer base as well as the recognition by the Flying Farmers.

In addition, Allan Gliege was also named Businessman of the Year by the Pocatello Area Chamber of Commerce. We salute one of our own Idaho aviators for representing our aviation community so well.

REVENUES AND EXPENDITURES FOR FISCAL YEAR 1994

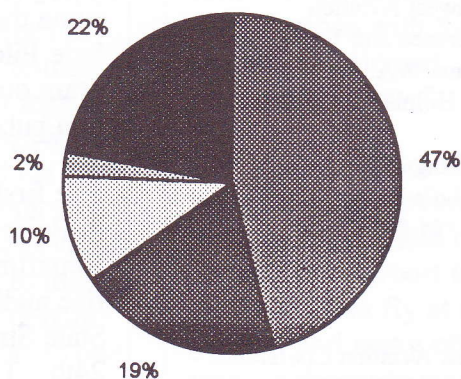
REVENUE

	AMOUNT	CURRENT %	PREVIOUS %
Aircraft Reg	62,901.00	5.10	6.90
AvFuel Tax	1,036,093.00	83.10	87.00
Airmen Reg	14,622.00	1.20	1.40
Miscellaneous	132,585.00	10.60	4.60
	1,183,300.00	94.90	93.00



EXPENDITURES

	AMOUNT	CURRENT %	PREVIOUS %
Airport Assistance	518,882.00	45.70	33.30
State Airports Mtce	220,826.00	19.50	39.50
Aviation Safety	118,135.00	10.40	8.50
Search & Rescue	24,091.00	2.10	6.30
Miscellaneous	252,287.00	22.20	12.40
	615,339.00	54.20	66.70



IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

BULK RATE
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Boise, Idaho
Permit No. 143

WE RECOMMEND YOU MAKE THE FOLLOWING CHANGES/CORRECTIONS TO
YOUR 1990 AIRPORT FACILITIES DIRECTORY:

MALTA AIRPORT (42° 18.5', 113° 22.2')

Is permanently closed

GRINDSTONE AG AIRPORT (42° 52.2', 115° 22.6')

Is permanently closed

GRANGEVILLE NDB (280 KHZ, GVV)

Is no longer in service

IDAHO COUNTY AIRPORT (Grangeville)

Runway and parallel taxiway have been extended 400' to the east. Total length is now 5,100'.

ALL Idaho airports are now controlled by the Boise Automated Flight Service Station. 1-800-WX-BRIEF (1-800-992-7433).

DAVE WALL FIELD (Sandpoint)

P2L PAPIS installed on both runway ends. REILS installed on Runway 01.

EMMETT MUNICIPAL

New Airport Manager:

Don Taylor

P.O. Box 694

Emmett, ID 83617

Tel. (208) 365-4598

WARM SPRINGS AIRPORT

Closed until mid-spring, 1995 due to reseeding

KAMIAH MUNICIPAL AIRPORT

New Airport Manager:

Howard Daugherty

P.O. Box 338

Kamiah, ID 83536

Tel. (208) 935-2672

PAYETTE MUNICIPAL AIRPORT

Airport beacon and runway lights are no longer operational

CHANGE 14, DECEMBER 1994

AWOS INFORMATION

Caldwell	135.075	(208) 454-3953
Coeur d'Alene	135.075	(208) 772-8215
McCall	135.175	(208) 634-3104
Salmon	135.075	(208) 756-4381

TANGLEFOOT SPB

New:

Add Attached directory plate

TANGLEFOOT SEAPLANE

Tanglefoot Limited

100 Cavanaugh Bay, Coolin, ID 83821

443 2589

FACILITIES

Attended: Daylight, March-October.

Docking and beaching available.

Ramp can accept large seaplanes.

Use of shore facilities by permission.

FEATURES

Pristine lake in beautiful mountain setting.

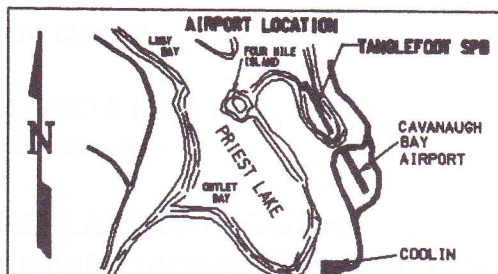
Fishing, water sports.

Numerous resorts and campsites on lake.

COOLIN

ID28

TANGLEFOOT SPB



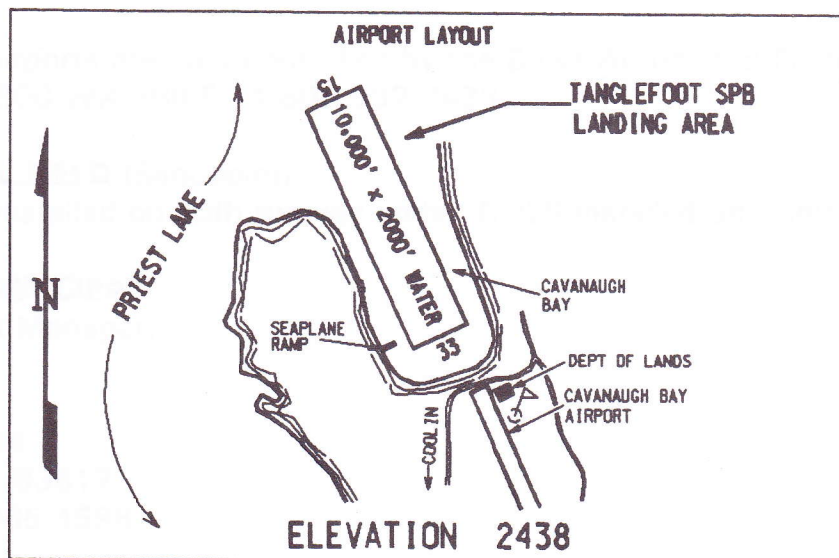
LAT 48° 32.3' N

LONG 116° 49.9' W

VOR FREQ RAD NM

COE 108.1 341° 45 NM

FSS BOISE (BOI) 1-800-WX-BRIEF



LOCATION: 3 MILES N OF TOWN

FUEL: NO

LIGHTS: NO

COMMUNICATION: CTAF 122.9
FSS 122.65

REMARKS: RIGHT HAND TRAFFIC PATTERN FOR SEALANE 15. ANNOUNCE ALL INTENTIONS ON CTAF.
RECOMMEND LAND SEALANE 15, DEPART SEALANE 33, WHEN WIND CONDITIONS PERMIT.

CAUTION: CAVANAUGH BAY AIRPORT LOCATED ADJACENT SOUTH OF THE SEAPLANE LANDING AREA.

NOTE: USE OF SHORE FACILITIES BY PERMISSION OF OWNER ONLY.

TANGLEFOOT SEAPLANE BASE